



3 – Zoning Compliance Narrative

3

Zoning Compliance Narrative

This section briefly describes how Street Retail, LLC (successor in interest to SRI Assembly Row B7, LLC), on behalf of Federal Realty OP LP (formerly known as Federal Realty Investment Trust), (the "Proponent") has fulfilled the various submission requirements as described in Article 5 - Special Permits, Special Permits with Site Plan Review (SPSR), Site Plan Approval and Variances, Article 6.4 – Assembly Square Mixed-Use District (ASMD), and Article 16 - Planned Unit Development of the Somerville Zoning Ordinance adopted March 23, 1990, as amended through August 1, 2019 (the "Former SZO"). Pursuant to Section 7.4.3.c (*Applicability*) of the ASMD Zoning provision within the recently overhauled Somerville Zoning Ordinance effective December 12, 2019 (the "Current SZO") states that "Real property subject to a previously approved Planned Unit Development (PUD) Preliminary Master Plan (PMP) may be developed in accordance with the provisions of the SZO effective as of August 1, 2019." As such, because the larger Assembly Row development is subject to the approved PUD-PMP, the Project is being developed in accordance with the entirety of the Former SZO, including among other provisions, Section 5.2 (Special Permits with Site Plan Review ("SPSR-A"), Section 6.4 (Assembly Square Mixed-Use District ("ASMD") and Article 16 (Planned Unit Developments) unless specified herein, all references the Somerville Zoning Ordinance refer to the Former SZO).

The following also summarizes various applicable Ordinance provisions from which Block 7A at Assembly Development (the "Project") requires zoning relief. The numbering used throughout this chapter follows the section numbering of the Former SZO. Block 7A is located on a 1.3 acre of land bounded by Foley Street, Assembly Line Park, Revolution Drive, and Grand Union Boulevard (the "Site").

The Assembly Row PUD PMP Site is located in the ASMD and is subject to the PUD PMP (PB 2006-59-R2 as amended) approved by the Somerville Planning Board, which Assembly Row PUD PMP was fully vested pursuant to Section 16.10.3 of the SZO then in effect. Accordingly, pursuant to Section 7.4.3.c of the New Zoning Ordinance, the Assembly Row PUD PMP Site is and will remain governed by the provisions of the SZO effective as of August 1, 2019. The 1.3 acre Block 7A Site for the requested SPSR-A is a portion of the overall Assembly PUD-PMP Site.

Section 7.4.3.c of the Current SZO provides that the Current SZO does not apply to the master-planned Assembly PUD-PMP Site but rather the August 1, 2019 Zoning Ordinance applies. Accordingly, case-by-case waivers will not be required from

Section 16.10.2 of the Former SZO, any provisions of the Current SZO or any future amendments to the Current SZO.

3.1 ARTICLE 5: SPECIAL PERMITS, SPECIAL PERMITS WITH SITE PLAN REVIEW, SITE PLAN APPROVAL AND VARIANCES

5.2.3.1 Name, addresses, and telephone numbers of the applicant, the owner, if other than the applicant, and other agents for the applicant, such as the architect, engineer and/or attorney and the name and address of the proposed project:

The name, address, and telephone numbers for the Proponent, Engineer, Architect and Attorney are provided in the Special Permit Application and on the cover sheet of the Special Permit plan set (the "Plans"), found in Appendix A.

5.2.3.2 Plot plan certified by land surveyor indicating total land area, boundaries, angles and dimensions of the site and a north arrow:

Refer to the Existing Conditions Plan of Land and the Layout and Materials Plan, found in Appendix A, which depict boundaries, angles, and dimensions for the Site and a north arrow.

5.2.3.3 Scaled site plan(s) certified by a registered land surveyor, architect, landscape architect or engineer showing:

3.a) present and proposed use of the existing land and existing buildings, if any:

The Project is anticipated to include ground floor retail/restaurant and upper floor lab and office space. The proposed Block 7A building and its associated site improvements are shown on the Overall Site Plan, Layout and Materials Plan, Grading and Drainage Plan, and the Utility Plan, found in Appendix A. Building elevations are also included in Appendix A. The various sheets of the Civil Site Plans in Appendix A have been certified (stamped) by a registered land surveyor, engineer, and/or landscape architect, as appropriate. The Existing Conditions As-Builts show existing building and uses at the Site.

3.b) dimensions of existing and proposed building(s) or other structures including height, setback(s) from property lines and total square footages of all floors:

The proposed Block 7A footprint is shown on the Layout and Materials Plan. The total net square footage is approximately 324,010 net square

feet and the gross square footage is approximately 381,529 square feet (474,853 square feet, including the structured parking area). The proposed Block 7A building height is 158 feet to top of the roof parapet. A Zoning Summary chart listing the required and provided dimensional requirements, including setbacks, is located on the Layout and Materials Plan, found in Appendix A.

Table 3-1 – Building Coverage and Area

Description	Ground Coverage (SF)	Net Floor Area (NSF)
The Project	46,200±*	324,010±*

*Subject to change with revised massing

3.c) locations and dimensions of any easements and public or private rights of way, or other burdens, existing and proposed:

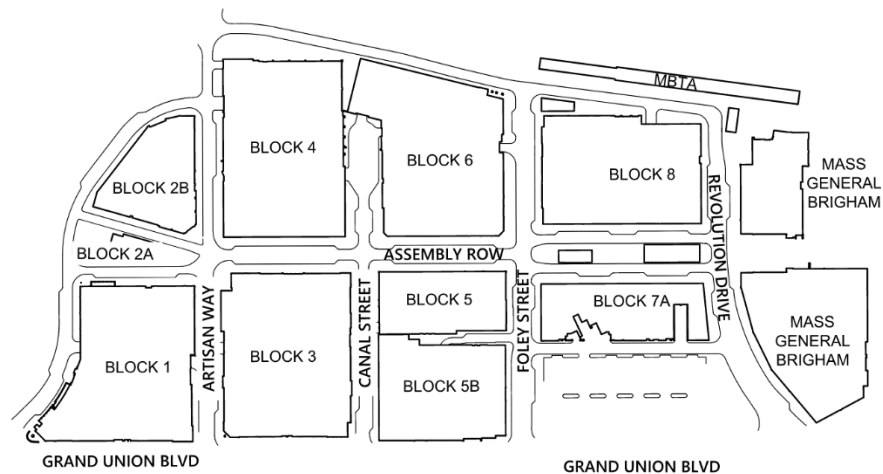
The existing easements and rights of way are shown on the Existing Conditions As-Built. Proposed easements can be found on the Layout and Material Plan included in Appendix A. Easements for buildings, including foundation work are reserved for the Project along Foley Street and Revolution Drive extending 3-feet from the Site, as established in the Parcels 34C and 34B deeds.

3.d) at-grade parking and loading areas showing number, location, and dimensions of the parking and loading spaces, driveways, access and sidewalks:

The proposed Block 7A building includes the construction of 177 structured garage parking spaces within the building. The Project will include six (6) accessible spaces, which includes one (1) van accessible spaces, and 78 bicycle spaces for bicycle parking. 60 of the bicycle spaces will be provided within a secured area on the ground floor. The loading area for the proposed Block 7A, accessed from the proposed alleyway via Foley Street, is situated within the building and will contain five (5) loading spaces, including two trash/recycling bays. Standard parking spaces will be 8-feet 6-inches by 18-feet, compact spaces will be 7.5-feet by 18-feet, for which waivers are requested, standard accessible parking spaces, including access aisles, will be 13-feet by 18-feet, and van accessible spaces, including access aisles, will be 16-feet by 18-feet. Drive aisles within the garage will be 24-feet wide. Access to the Site is provided via Revolution Drive along the south side of the building, Assembly Row along the east side of the building, a proposed alleyway access on the west side of the building, and Foley Street on the north side of the building. Details regarding sidewalks surrounding the proposed Block 7A building are included in the Civil Site Plans, found in Appendix A. Exhibit A below provides a site key showing the location of

the Project in relationship to the rest of the Assembly Row PUD-PMP development.

Exhibit A – Assembly Row PUD-PMP Project Site Key



5.2.3.4 A brief written description of the proposed project, such as proposed construction or demolition, all uses, who the project is intended to serve, expected number of employees and/or occupants and methods and hours of operation, as applicable:

The Project consists of mixed-use development, with lab/office space over retail/restaurants on the ground floor, and a two-story below-grade structured parking garage. Construction type is steel framed slab on metal decks. There are two mechanical floors.

Access to the structured parking garage is off of the proposed alleyway via Revolution Drive or Foley Street. Access to the lab/office tenant space through the garage will be provided in a central core elevator/stair.

Pedestrian access to the retail and restaurant spaces are provided along Revolution Drive, Foley Street, and Assembly Row.

Loading and servicing is located in the back of house via the proposed loading docks along the alleyway via Foley Street. Trash is located in the proposed loading dock area.

The proposed building will create approximately 1,136 jobs.

More details about ground floor uses will be provided in a future submission for city review. Hours of operation for the ground floor uses will be determined based on tenant selection which is unknown at this time.

5.2.3.5 The total floor area and ground coverage ratio of each proposed building and structure:

Dimensional requirements and site conditions are summarized in the Zoning Summary Chart on the Layout and Materials Plan. The total net floor area of the proposed Block 7A building, is approximately 324,010 square feet, which does not include the structured parking. The Site is approximately 56,021 square feet, resulting in a Floor to Area Ratio (FAR) of up to 5.8, well below the maximum allowed FAR of 10.0.

Open Space and Usable Open Space requirements within the Assembly Square Mixed Use District are 25% and 12.5% respectively. The PUD-PMP approved by the Planning Board provides that the Open Space and Usable Open Space requirements may be met in the aggregate over the entire PUD area without each individual parcel being required to meet the otherwise applicable standards. In order to arrange the Open Space and Usable Open Space in the most appropriate way, some parcels within the PUD area may exceed the open space requirements, while others may, within their individual property lines, contain less than the otherwise prescribed open space area. The PUD PMP strives to locate the open space in proximity to the water and in aggregated areas that provide connection from the development to the water of the Mystic River. As such, the majority of the open space within the PUD-PMP is located closer to the water.

The total land area within the PUD-PMP is approximately 2.6 million square feet. The proposed configuration of the full-build Block 7A building was anticipated at the time of the last PUD Amendment. As a result, the amount of Open Space and Usable Open Space within the Master Plan has increased from the previously reviewed PUD at 27.5%, and the Usable Open Space at 21.4%.

The total area of the Site is approximately 56,021 square feet. The area of Open Space on the full-build Block 7A building site is anticipated to be approximately 973 square feet. The area of Usable Open Space on the Site is anticipated to be approximately 970 square feet. Therefore, Open Space is 1.7% of the Site and Usable Open Space is 1.7% of the Site.

5.2.3.6 Front, side and rear elevations:

Elevations of the front, side and rear of the Project are shown on the Elevations Plans in Appendix A.

5.2.3.7 Existing and proposed contour elevations in two foot increments:

The existing ground elevations are shown in one-foot contour intervals on the Existing Conditions As-Built, found in Appendix A. The Site is generally flat with elevations ranging from 9 feet to 14 feet and is at the same relative elevation as the surrounding area.

The proposed grading is shown on the Grading, Drainage and Erosion Control Plan, found in Appendix A, by contours and spot grades. The site elevations range from elevation 9 feet to 14 feet with the average proposed elevations of the Site and the ancillary reconfigured parking lot range between elevations 12 feet to 14 feet.

5.2.3.8 Provisions for vehicular and pedestrian circulation:

Pedestrian sidewalks of varying widths will run along the perimeter of the Site connecting points along Revolution Drive, Assembly Row, Foley Street, and Grand Union Blvd. Details for the proposed sidewalks are found in the Civil Site Plans in Appendix A. Vehicular and pedestrian circulation are shown in Appendix E – Mobility Management Plan and Appendix F – Transportation Access Plan.

5.2.3.9 Color, materials, and exterior features of proposed structures:

The materials for Block 7A vary between the retail frontage, main building mass and penthouse. The main building mass consist of aluminum curtain wall and aluminum panels. The penthouse is clad in reflective rain screen and aluminum panel. The garage is below grade and does not have visible exterior materials.

Retail facades are comprised of stone curtain-wall glass systems, and are designed to accommodate future tenant enhancements, such as signage and canopies.

5.2.3.10 Landscaping and screening, including trees, stones, walls, fences and other features to be retained and removed as well as color, size and type of landscape surface materials:

Detailed landscape plans can be found in Appendix A.

The Site was used as a construction staging/material storage area for building materials and temporary parking lot until June 2021. Since this date, the Site has included a temporary amenity space defined by an artificial turf zone, rain garden, and wood deck bridge. As part of this Project, the elements associated with the temporary amenity space will be removed.

The existing Site contains zero Street Trees and four Private Trees. The proposed landscape design will remove the four existing Private Trees and replace them with eleven (11) new Private Trees along Assembly

Row. The Proponent will work with the City to coordinate necessary permits for removal of trees. In addition, nine (9) new Street Trees will be introduced to the Site.

The Project will include streetscapes on three (3) sides of the building. On Foley Street and Revolution Dr, the streetscape will follow the Assembly Row streetscape guidelines as established in previous phases of development. These include the use of unit pavers at pedestrian bump-outs; raised granite curbs at all planter beds; decorative metal rails at tree pits; and custom saw-cut scoring patterns within the concrete sidewalk.

At Assembly Row, the streetscape will be coordinated with the raising of the vehicular street to create a woonerf/shared street condition. The vehicular and pedestrian/sidewalk zones will be defined through the use of the typical Assembly Row unit paver. An intermediary zone will be defined by a second paver type. This zone will both define the parallel parking area and provide a visual cue to pedestrians moving between zones. Bollards (traditional and planted) will be added to this zone to provide additional protection.

The Assembly Row Streetscape will also include a decorative granite paver apron at the building entry, stone seat walls, and areas for outdoor dining.

5.2.3.11 Measures taken to preserve and protect natural resources:

There are no unspoiled natural resources located within the Site. Remediation of several current Brownfield areas by virtue of this Project is a clear environmental benefit of the Project. In addition, the Proponent has taken LEED under consideration by completing and submitting a LEED checklist. See attached LEED checklist in Appendix D. The Project is pursuing LEED Gold.

5.2.3.12 Outdoor lighting, including location and intensity of lighting facilities:

Outdoor lighting associated with the Project is proposed as street lighting along the three perimeter streets and lighting the exterior of the building facade. The Project also proposes lighting for the ancillary parking lot reconfiguration. Details of street lighting were approved in a previous submission to the city staff. Lighting along the exterior of the building façade will include wall wash lighting elements strategically placed for a variety of functions such as to accent key monument features, cornices, entries, walkways and loading and service areas.

Additional decorative outdoor lighting will be provided in the form of wall lights at the seat walls and two (2) catenary lighting systems at Assembly Row. One set will attach to Caffè Nero. One set will be attached

to Smoke Shop. Both systems will attach to catenary support poles that will be integrated into the streetscape or directly to the building(s).

5.2.3.13 Dimensions and locations of signs, proposed and existing:

Location and approximate dimensions of proposed signage is depicted on the signage elevation plans. Signage is proposed at the entries of the lab/office lobbies and the parking garage. Parking garage signage will comply with Section 12.5.1 Parking Garage Signage.

Refer to the Layout and Materials Plan in Appendix A for the site sign dimensions and locations.

5.2.3.14 Location and significance of historic structures:

Based on a Historical Survey conducted by VHB in 2005, no properties included in the State or National Registers of Historic Places are located within the Project limits. Two buildings, one at 99 Foley Street and the other at 34 Sturtevant Street, were included in the Massachusetts Historical Commission's (MHC) "Inventory of Historic and Archaeological assets of the Commonwealth", however, due to extensive prior renovations that compromised each building's integrity, they were deemed by the MHC to be not eligible for inclusion in the National register of Historic Places. Both structures have since been demolished.

5.2.3.15 Method of handling solid waste disposal, and screening of disposal facilities:

Solid waste disposal will be handled by private contractors. The disposal facilities (dumpsters and compactors) will be internal or screened from public view accordingly.

5.2.3.16 Description and location of all proposed mechanical and electrical system components including exhaust and ventilation system, transformers and satellite dishes:

The electrical transformer will be located in an enclosed vault within the 1st floor of the building.

Most of the mechanical equipment such as air handlers, energy recovery units, generators, exhaust fans and cooling towers, will be located on mechanical floors and on the rooftop and mostly screened. Architectural floor plans and building elevations are included in Appendix A.

Service areas are interior to the building.

5.2.3.17 Locations of and adequacy of existing and proposed on-site public utilities, facilities, and conditions (water, sewerage, and drainage), showing size and direction of flows:

The existing utilities are shown on the Existing Conditions As-Built, found in Appendix A. The proposed utilities and drainage systems for the Project are shown on the Grading, Drainage and Erosion Control Plan and on the Utility Plan, found in Appendix A. The constructed utility infrastructure in the surrounding roadways, previously designed and constructed to accommodate the full building Assembly Row PUD PMP is sufficient to service the proposed Block 7A building. The design information for utilities is contained in Chapter 4, *Utility Design & Management*.

5.2.3.18 Demolition and construction procedures including impact mitigation measures; an estimate of the time period required for the completion of the development:

The Project does not involve any building demolition. The estimated completion date for the Project is Fall 2024.

5.2.3.19 A traffic study including estimated peak hour traffic volumes generated by the proposed use in relation to existing volumes and projected future conditions or, if the project is 25,000 SF or more, a traffic impact analysis which is prepared by a professional traffic engineer:

This application contains Appendix E - Mobility Management Plan. Multiple traffic studies previously prepared by VHB for the Assembly Square Mixed-Use Redevelopment project all were conducted assuming development scenarios for Block 7A that are entirely consistent with that currently proposed. This includes the recently prepared 2014 Traffic Impact and Access Study for the nearby Block 11A development, previously known as the Partners Healthcare Campus and now known as Mass Brigham General. That evaluation contained analysis of the full build-out of the Assembly Square Mixed-Use Redevelopment, including the current Block 7A proposal, which considered changes planned in conjunction with the Block 11A development at key locations on Grand Union Boulevard. Accordingly, in the absence of any notable changes to the development proposal, trip generation or surrounding transportation network an updated traffic analysis should not be required beyond that presented in the Transportation section. With the Block 7A trip generation being consistent with previous proposals, trip distribution remaining unchanged, and the completion of nearby roadway improvements associated with the overall Assembly Square Mixed-Use

Redevelopment project, the Block 7A development should not significantly impact traffic conditions in the area. The new MBTA Orange Line Station project approximately adjacent Block 7A opened in September 2014. This will help to further reduce the burden on the roadway network by providing an alternative to visitors wishing to visit Block 7A and the surrounding new development area without having to drive.

5.2.3.20 General summary of existing and proposed easements or other burdens now existing or to be placed on the property:

The existing easements and rights of way are shown on the Existing Conditions As-Builts and the Layout and Materials Plan found in Appendix A.

5.2.3.21 Wetlands, ponds, and surface water bodies, as defined under the Wetlands Protection Act, M.G.L. chapter 131, Section 40, and rules promulgated there under, 310 C.M.R. 10.00:

There are no wetlands on the Site that will be altered by the Project.

5.2.3.22 Photographs of at least eight (8) by ten (10) inches, showing the development site and surrounding parcels:

Please refer to Appendix C for existing conditions photographs of the Site.

5.2.3.23 Names and addresses of all property owners within three hundred (300) feet of the site boundaries:

A copy of the Certified Abutter's list from the City is included with the application.

3.2 ARTICLE 6: ESTABLISHMENT OF ZONING DISTRICTS

6.4.6. Dimensional Requirements. ASMD Table of Dimensional Requirements

The Site is located within a PUD-A district and per Section 6.4.6 –ASMD Table of Dimensional Requirements – the Site is located more than 350 feet from the Mystic River Bank. The nearby MBTA Orange Line Assembly Row stop has an associated maximum building height requirement for all proposed buildings within and beyond 1,000 feet from the MBTA Orange Line entrance. Because the Project is located less than 1,000 feet from the MBTA Orange Line entrance, the maximum building height requirement for Block 7A is 250 feet, subject to relief. Consistent with the approved Amended PUD-PMP Master Plan, a height of less than 250 feet for the Block 7A building is proposed.

Table 3-3 Zoning Compliance Program Table

Requirement	Allowed/Required within a PUD-A	Proposed	Status
Minimum Lot Area	20,000	56,021 SF (1.3± acres)	Complies
Floor Area Ratio	10.0	5.8	Complies
Building Height Block 7A (ft)	250'	158'	Complies
Total Open Space (SF)*	25%	27.5%	Complies
Useable Open Space (SF)*	12.5%	21.4%	Complies
Min. Yard Setbacks	No Minimums	0.0'	Complies
Vehicle Parking	333	177**	<i>Needs Relief</i>
Loading Spaces	5	5	Complies

**The approved PUD-PMP provides that the Open Space and Usable Open Space requirements may be met in the aggregate over the entire PUD area without each individual parcel being required to meet the otherwise applicable standards. In order to arrange the Open Space and Usable Open Space in the most appropriate way, some parcels within the PUD area may exceed the open space requirements, while others may, within their individual property lines, contain less than the otherwise prescribed open space area.*

***Pursuant to the approved PUD-PMP, Assembly Row is entitled for 10,066 parking spaces. The Project brings the total parking spaces developed to 5,848. Further, the PUD-PMP does not require compliance with the parking requirements of the Former Zoning on a project by project basis. Rather, compliance is demonstrated across the PUD.*

6.4.7. A *Development Standards and Design Guidelines for Developments in the ASMD***A.1) *Transportation Analysis.* All new developments shall conform to the requirements set forth in any Transportation Study, subject to the approval of the SPGA.**

As noted in section 5.2.3.19, Appendix E - Mobility Management Plan, considers the traffic impacts associated with the Project. The findings of the analysis are that the Block 7A lab/office and retail/restaurant uses will generate traffic volumes that are consistent with those anticipated for this area to date. The recently completed roadway improvements throughout Assembly Square will be more than adequate to accommodate the expected traffic impacts associated with the project without the need for further mitigation.

A.2) *Parking Requirements.* Developments shall meet the parking requirements set forth in Section 9.16.

Section 9.15, Bicycle Access and Parking requires that 25 bicycle parking spaces be provided on the site. A portion of the bicycle parking will be located near the retail entrances for short term use. 60 bicycle parking will be located in the parking garage easily accessible by tenants for long term use.

Based on the Former SZO, the Project is required to provide 354 total parking spaces. The Project propose 177 parking spaces located in the structured parking garage, for which a waiver is requested. Pursuant to the approved PUD-PMP, Assembly Row is entitled for 10,066 parking spaces. The Project brings the total parking spaces developed to 5,848. Further, the PUD-PMP does not require compliance with the parking requirements of the Former Zoning on a project by project basis. Rather, compliance is demonstrated across the PUD.

A.3) *Landscaping Requirements.* Developments shall conform to the applicable landscaping requirements set forth in Article 10. Open spaces shall be contiguous to the extent practical, in the opinion of the SPGA.

The Block 7A building was laid out along the lot line. The Project will include landscaping in the form of street trees and raised planting beds conforming to the requirements set forth in Article 10. The landscaping and sidewalk design will be submitted in a future submission for city review.

A.4) *Pedestrian Connections.* Continuous pedestrian connections shall be supported between all major points of pedestrian activity on the Development Site, including, but not limited to, connections to the Mystic River waterfront, connections to all public and private ways abutting the Development Site, and any transit stops. Developments shall support improved access.

The Project includes ground floor retail or restaurant on the Revolution Drive, Assembly Row and Foley Street sides of the building and will allow for pedestrian access to retail spaces as well as the structured parking. All four sides of the building will have continuous pedestrian connections originating from Grand Union Boulevard and the Mystic River Reservation into the Assembly Square District area. Streetscape and sidewalk elements along the four streets will be reviewed in a future submission for city review.

B) *Design Guidelines.* In reviewing a Development of more than 10,000 SF, the SPGA/DRC shall consider the following design guidelines. These guidelines are intended to serve as a general basis for the SPGA and Applicant alike to discuss the design merits of a Development, but are not intended to inhibit design creativity when the application otherwise conforms to all other substantive review criteria. These guidelines are not intended to discourage innovative architectural design solutions. Rather, they provide general standards for the massing, siting and articulation of Buildings for developers and architects to work from. They also provide parameters for dialogue between the Applicant and SPGA on design issues for Developments. These Guidelines are intended to supersede the guidelines set forth in Section 5.2.4. It is understood that existing Buildings and Structures will not be able to comply with all of the following Guidelines:

B.1) *Street and Sidewalk Design.* Street and sidewalk design shall be based on the Assembly Square Public Realm Design Guidelines and applicable engineering standards, provided that any street shown in such Guidelines as running through an existing Building is not required to be constructed until such Building is demolished.

The Project does not include construction of any new streets. It will include sidewalk construction. Details regarding new sidewalks surrounding the proposed Block 7A building are included in the Civil Site Plans in Appendix A. The design of streets and sidewalks will respond appropriately to the Street and Sidewalk Design Criteria of the Assembly Square Public Realm Design Guidelines.

B.2) Building Design. Buildings shall be designed to the highest architectural standards and shall be sited appropriately on the Lot. Specifically, all construction shall:

B.2.a) Be located to create a presence on existing street edges or along major internal circulation routes. Maximum building setbacks of five feet shall be encouraged, except in special circumstances, where greater setbacks would enhance the pedestrian-friendly experience of the ASMD, such as dedicated open space. Buildings shall be located to reinforce both existing and future circulation patterns that may serve more than one Site:

The Project consists of a high-rise lab/office building along Assembly Row, and retail/restaurant storefront along Foley Street, Assembly Row and Revolution Drive. Maximum ground floor setbacks ranging from three-feet to ten-feet are provided along all major pedestrian walks to hold existing street edges. Retail storefronts are located in close proximity to other retails and open spaces in the development to support the overall activities of the streetscape.

B.2.b) Create interesting entrance areas that are visible and directly accessible from major public access points, streets and circulation patterns. Extensive areas of glass and window, providing visual access to interior uses, shall be part of all street facades and will accompany building entrances. Multiple and frequent entrances oriented to streets are encouraged. Building entrances shall be clearly defined, through the use of elements such as canopies, porticos; overhangs, peaked roof forms, arches. Entries set back from the street shall have outdoor patios, tile work, moldings, integral planters or wing walls with landscaped areas, or places for sitting:

The lab/office space has one pedestrian entrance on Assembly Row. The entrance will be highly visible, accentuated by building massing, transparent materials, entrance canopies and signage. Aside from the lab/office lobby entrance, Foley St, Assembly Row, and a large portion of Revolution Drive are lined with retail storefront windows. The remaining portion of Revolution Drive is lined with the building's bike storage.

B.2.c) Clearly define the pattern of bays, rhythms, and dimensions to create continuous visual interest and variety in the design of all faces:

The architecture along the ground floor at Assembly Row, Foley Street and Revolution Drive is emphasized by a regular spacing of columns clad in a rich dark stone, framing the retail storefronts. The massing of the lab/office stories above features two-story aluminum frames of the floors above in offset volumes providing feel of movement along

Assembly Row. The result of these offset volumes is a series of tenant terraces at both Foley Street and Revolution Drive elevations. The Foley Street and Revolution Drive elevations are further broken up by vertical fins. The building is capped by saw-tooth metal panel adding depth and visual interest at the top of the structure and screening mechanical equipment.

B.2.d) Break down the overall scale of development to respond to the pedestrian-scale use of Open Space:

The architecture along the ground floor at Assembly Row, Foley Street and Revolution Drive is emphasized by a regular spacing of columns clad in a rich dark stone, framing the retail storefronts. The massing of the lab/office stories above features two-story aluminum frames of the floors above in offset volumes providing feel of movement along Assembly Row. The result of these offset volumes is a series of tenant terraces at both Foley Street and Revolution Drive elevations. The Foley Street and Revolution Drive elevations are further broken up by vertical fins. The building is capped by saw-tooth metal panel adding visual interest at the top of the structure and screening mechanical equipment.

B.2.e) Use materials and colors consistent with traditional Buildings in the area with historic merit:

The material palette of Block 7A main massing consists of curtain wall system and metal panels, with glass guardrails at above grade terraces. On ground level, the retail frontage consists of storefront, stone veneer, and retail tenant signage and canopies. The building will employ a warm, neutral, and light color palette.

B.2.f) Locate building equipment and service areas away from Public Ways or major interior circulation routes and provide screening. Enclose all storage of inventory unless it is completely screened from public view with architectural elements meeting these guidelines:

All mechanical and service access locations are tucked away from major pedestrian ways, and these areas are masked with garage doors. Large mechanical equipment is located within the mechanical penthouse floors. Larger mechanical rooftop equipment is located in wells, and smaller equipment is placed far away from the edge of the building edges to avoid sightline from streets.

B.2.g) Show preference for vertical integration of uses.

Developments shall ensure that development patterns provide active uses on the Ground Floor that take advantage of the waterfront views and open spaces, and that add presence to public ways and sidewalks:

The lab/office space has one pedestrian entrance on Assembly Row. The entrance will be highly visible, accentuated by building massing, transparent materials, entrance canopies and signage. Aside from lab/office lobby entrance, Foley St, Assembly Row, and a large portion of Revolution Drive are lined with retail storefront windows.

The architecture along the ground floor at Assembly Row, Foley Street and Revolution Drive is emphasized by a regular spacing of columns clad in a rich dark stone, framing the retail storefronts. The massing of the lab/office stories above features two-story aluminum frames of the floors above in offset volumes providing feel of movement along Assembly Row. The result of these offset volumes is a series of tenant terraces at both Foley Street and Revolution Drive elevations. The Foley Street and Revolution Drive elevations are further broken up by vertical fins. The building is capped by saw-tooth metal panel adding visual interest at the top of the structure and screening mechanical equipment.

B.2.h) Not have any uninterrupted or un-fenestrated length of its façade exceeding thirty-five (35) horizontal feet. Facades greater than one hundred (100) feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least three (3) percent of the length of the façade and extending at least twenty (20) percent of the length of the façade; and

The architecture along the ground floor at Assembly Row, Foley Street and Revolution Drive is emphasized by a regular spacing of columns clad in a rich dark stone, framing the retail storefronts. The massing of the lab/office stories above features two-story aluminum frames of the floors above in offset volumes providing feel of movement along Assembly Row. The result of these offset volumes is a series of tenant terraces at both Foley Street and Revolution Drive elevations. The Foley Street and Revolution Drive elevations are further broken up by vertical fins. The building is capped by saw-tooth metal panel adding visual interest at the top of the structure and screening mechanical equipment.

B.2.i) Have windows providing visual access to the interior space, arcades, display windows, entry areas, awnings, or other such features no less than seventy (70) percent of their horizontal length

on all Ground Floor facades that face Public Ways or the Mystic River. Forty percent (40%) of this activated façade area on the Ground Floor of Building walls along primary and secondary streets shall consist of windows or doors meant for public entry and exit.

The lab/office space has one pedestrian entrance on Assembly Row. The entrance will be highly visible, accentuated by building massing, transparent materials, entrance canopies and signage. Aside from lab/office lobby entrance, Foley St, Assembly Row, and a large portion of Revolution Drive are lined with retail storefront windows.

The architecture along the ground floor at Assembly Row, Foley Street and Revolution Drive is emphasized by a regular spacing of columns clad in a rich dark stone, framing the retail storefronts. The massing of the lab/office stories above features two-story aluminum frames of the floors above in offset volumes providing feel of movement along Assembly Row. The result of these offset volumes is a series of tenant terraces at both Foley Street and Revolution Drive elevations. The Foley Street and Revolution Drive elevations are further broken up by vertical fins. The building is capped by saw-tooth metal panel adding visual interest at the top of the structure and screening mechanical equipment.

B.3) *Parking Lot Design.* Refer to Section 9.16 for parking requirements. Parking Lots shall avoid large expanses that are unbroken by Buildings or substantial landscaped Open Spaces, as set forth in Section 10.4 of this Ordinance.

The Project does not propose any surface parking lots on the Site. All parking spaces located on the site are located within an enclosed parking garage. The Project will reconfigure an existing parking lot adjacent to the Site, which will be a temporary parking lot until the development of Blocks 7B/C. The reconfigured temporary parking lot is a re-striping of an existing parking lot, previously permitted and approved by the City (PB 3013-05) on December 11, 2014.

4) *Open Space.*

4.a) Landscaping strips required in parking areas (Article 10) shall not apply to Usable Open Space calculations.

The Project does not propose any surface parking, therefore there are no landscaping strips.

4.b) Developments are encouraged to make significant contributions to Open Space along the Mystic River adjacent to the ASMD. These contributions shall be designed and developed with special attention to the provision of wildlife habitat and contiguous

migration corridors, and to help reduce the level of stormwater runoff into the Mystic River.

The PUD Preliminary Master Plan approved on December 14, 2006 as amended on August 5, 2010 and again on June 19, 2014 identifies areas within the master plan area that are significant areas of open space adjacent to the Mystic River. Those parks and open space adjacent to the Mystic River have been designed and constructed in coordination with the Massachusetts Department of Conservation and Recreation (DCR) and in conjunction with phases of the development that are adjacent to them so that the design is cohesive with the adjoining uses.

5) *Efficiency of Design.* Every effort shall be made to design Buildings and use materials and construction techniques to optimize daylight in building interiors, natural ventilation, energy efficiency, and to minimize exposure to and consumption of toxics and non-renewable resources and incorporate appropriate "green" design techniques. In accordance with this principle all Developments within the ASMD in excess of ten thousand (10,000) SF shall be required to complete a Leadership in Energy & Environmental Design (LEED) worksheet and submit the worksheet to the SPGA with permit application materials. This worksheet shall be considered in evaluating whether a proposed Development meets the applicable standards set forth elsewhere in this Ordinance. However, consistency with the LEED standards shall not be a factor in whether or not to permit a Development.

The Proponent has completed a LEED worksheet for the Project and is provided in Appendix D. The LEED worksheet reflects current design assumptions and may be revised slightly as design progresses.

6) *Contributions.* Contributions for Infrastructure and Open Space related to a Development made by an Applicant to the City or its constituent agencies in other agreements or permits shall be credited by the SPGA toward any applicable requirements hereunder for a Special Permit.

As part of the PUD-PMP Approval for the overall project, the Proponent and its development partners have made significant contributions to the City and to the Commonwealth for infrastructure and open space related to the Project and the overall development of the Assembly Square area.

To date, the following contributions have been paid to the City:

- \$1 million for design and construction of Trum Field, Hodgkins-Curtin Park, Harris Playground, Grimmons Playground, North Street

Playground, Central Hill Playground, or other municipal purposes, upon execution of an Amended and Restated Assembly Square Development Covenant By and Between Federal Realty Investment Trust, IKEA Property, Inc., City of Somerville, and Somerville Redevelopment Authority and a Master Land Disposition Agreement By and Between Somerville Redevelopment Authority and Federal Realty Investment Trust.

- \$1 million for municipal purposes, upon receipt of a fully vested Certificate of Occupancy for the Assembly Square Marketplace.
- \$250,000 for the study, design and implementation of circulation improvements within and/or affecting Assembly Square area.
- \$250,000 for design and construction of improvements to that portion of the Department of Conservation and Recreation park along the Mystic River abutting the development area.
- \$250,000 for the Somerville Affordable Housing Trust Fund.
- \$100,000 to study the feasibility of a new MBTA Orange Line station at Assembly Square.
- \$100,000 for construction of pedestrian walkways to mitigate traffic in the Assembly Square area.
- \$100,000 to study the feasibility of a Rt. 28 pedestrian crossing/undercarriage.
- \$75,000 for public art to be installed on the Mystic River park.
- \$50,000 for East Somerville neighborhood improvements.
- \$50,000 for Ward 4 neighborhood improvements.
- \$30,000 for the repair of a traffic signal at the intersection Foley St. and Middlesex Ave.
- IKEA contributed \$1 million for municipal purposes upon issuance of a fully vested Special Permit with Site Plan Review – A for the IKEA store.
- IKEA contributed \$100,000 for traffic mitigation and improvements on and near lower Broadway upon issuance of a fully vested Special Permit with Site Plan Review – A for the IKEA store.
- The Proponent contributed \$1 million for municipal purposes upon securing all necessary approvals, authorizations, and appropriations for funding pursuant to certain public infrastructure financing programs.
- The Proponent contributed \$600,000 for municipal purposes upon issuance of a building permit for any building that is part of the PUD Preliminary Master Plan, excluding the IKEA store and the Assembly Square Marketplace. Furthermore, the Proponent has paid \$15 million for the design and construction of the new MBTA Orange Line station at Assembly Square.

The Proponent provided \$100,000 to the City for the design of a new Mystic River pedestrian/bicycle connection underneath Route 28 connecting Assembly Square and the Ten Hills neighborhood and funded its construction as part of an up to \$2 million commitment to pedestrian/bicycle/riverfront park enhancements on DCR land.

7) Loading Spaces. To the extent possible, loading spaces shall be located away from major Public Ways, the Mystic River and other highly visible locations. Every effort shall be made to incorporate creative design to reduce the negative visual impacts of the Loading space.

Loading spaces proposed for the Block 7A building are located within the building and not visible from major public ways. As such, negative visual impacts from the loading are not anticipated.

6.4.8 Development Standards and Design Guidelines for Large Developments

A Large Development in the ASMD shall be regulated as a Planned Unit Development-A (PUD), and the procedures for such Large Development shall be those set forth in Article 16, as augmented by this Subsection. No Large Development shall be permitted in the ASMD under any other provision of this Ordinance except those qualifying for the Priority Development Process. Priority Permitted Uses are not subject to this Section 6.4.8.

The development standards and design guidelines for Large Developments shall be as set forth in this Section 6.4.8. In addition to the submission requirements of Article 16, all applicants for Large Developments must also provide the Special Permit Granting Authority (SPGA) or its designee with the additional submissions listed below in order for any application for the PUD-A Master Plan to be considered complete. Large Developments, which do not qualify as Priority Permitted Uses but are submitted as part of a Priority Development Process, shall also conform to the standards and guidelines set forth in this Section 6.4.8 even though they are not required to be regulated as a PUD-A.

A) Traffic Access and Impact Study, including a Transportation Demand Management Plan.

This application contains a section titled "Transportation". Multiple traffic studies previously prepared by VHB for the Assembly Square Mixed-Use Redevelopment project all were conducted assuming development scenarios for Block 7A that are entirely consistent with that currently

proposed. This includes the recently prepared 2014 Traffic Impact and Access Study for the nearby Block 11A development. That evaluation contained analysis of the full build-out of the Assembly Square Mixed-Use Redevelopment, including the current Block 7A proposal, which considered changes planned in conjunction with the Block 11A development at key locations on Grand Union Boulevard. Accordingly, in the absence of any notable changes to the development proposal, trip generation or surrounding transportation network an updated traffic analysis should not be required beyond that presented in the Transportation section. With the Block 7A trip generation being consistent with previous proposals, trip distribution remaining unchanged, and the completion of nearby roadway improvements associated with the overall Assembly Square Mixed-Use Redevelopment project, the Project should not significantly impact traffic conditions in the area. The new MBTA Orange Line Station opened in September 2014 and should help to further reduce the burden on the roadway network by providing an alternative to visitors wishing to visit Block 7A and the surrounding new development area without having to drive. The study also noted the availability of general Transportation Demand Management (TDM) measures that will be implemented to minimize or lessen the impact of vehicular traffic to an area. Most of the typical benefits associated with a TDM should already inherently be provided at Block 7A due to the mixed-use, transit-oriented environment in which the Project will be located. The provision of on-site bicycle parking spaces, pedestrian walkways, and proximity to public transportation all should help minimize the need for vehicular travel. Combined with other planned bike accommodations within the roadways in and around Assembly Square these measures will help to promote bicycle travel to and from the site. The proximity of Block 7A to the new MBTA Orange Line Station and to existing bus routes along will help to promote non-vehicular travel to and from the site. Refer to the Appendix E - Mobility Management Plan, for additional benefits.

B) Model. A conceptual three-dimensional scale model of the Master Plan at 20 scale or alternative scale acceptable to the SPGA or its designee. If the proposed development in its entirety consists of no more than one building, the SPGA or its designee has the option of waiving this requirement.

The Assembly Square Development has already created a conceptual three-dimensional scale model, which can be found within the development.

C) Urban Block Plan. The PUD Preliminary Master Plan should reflect a future street grid orientation substantially in conformity with the ASD Plan, and outline street blocks substantially consistent with the average street blocks in the City of Somerville (3.5 acres without streets, 4.5 acres to the middle of streets).

The PUD PMP does reflect a street grid orientation substantially in conformity with the ASD Plan. The Site is consistent with other constructed buildings within the street grid. The Site is the minimum size capable of fitting the building footprint given its shape constraints.

D) Development Standards. Except for Priority Permitted Uses, all Large Developments shall meet the development standards set forth above in Section 6.4.7.A for Developments, as well as consider the design guidelines set forth above in Section 6.4.7.B. In addition, Large Developments shall be consistent with the following additional standards.

D.1.a, b, c) Result in a net reduction in level of service of intersections equivalent to one full letter grade; result in an increase of 10 seconds of delay to a signalized or unsignalized intersection to level-of-service C or lower; or result in a net increase in traffic volumes of 10% or more at an intersection that has an accident history of more than 5 accidents in the last three years for which data is available.

Appendix E - Mobility Management Plan, summarizes the potential traffic impacts associated with the Project. As noted in that chapter the trip generation is expected to be comparable to that which was estimated during the original PUD approval process. Other prior traffic studies, including the recent 2014 evaluation for the nearby Block 11A development, all were conducted assuming similar trip generation levels for Project. With no notable changes to the Project's trip generation and trip distribution, and the implementation of the recent roadway improvements throughout Assembly Square, the Project should not significantly impact traffic conditions in the area. The new MBTA Assembly Square Orange Line Station opened in September 2014 and should help to further reduce the burden on the roadway network by providing an alternative to visitors wishing to visit Site and the surrounding new development area without having to drive. Accordingly, the vastly improved transportation infrastructure that is available will readily be able to accommodate the traffic generated by the Project, as well as the other planned uses as part of the overall PUD project area. In

the absence of any notable changes to the development proposal, trip generation or surrounding transportation network an updated traffic analysis should not be required beyond that presented in the Transportation section.

D.2) Large Retail Projects. Any Large Development in which any single Retail Use is more than 50,000 square feet of gross floor area shall also be deemed a Large Retail Project, except for those Developments qualifying as Priority Permitted Uses, and shall be subject to the following additional standards:

D.2.a) Non retail Component. No Large Retail Project, as defined above, shall be permitted in the ASMD unless permitted as part of a PUDA which includes 1.5 net square feet of non retail uses for every square foot over 50,000 net square feet of Retail Use in the Large Retail Project. For example, a PUD-A with 100,000 square feet of Retail use must also include at least 75,000 square feet of non retail uses.

Details regarding design of ground floor retail are included in the Architectural Floor Plans in Appendix A. Any changes to the ground floor retail spaces will be presented in a future submission for city review. The Project does not contain a Large Retail Project.

D.2.b) Ground Level Retail Size Cap. In a Large Retail Project, not more than 50,000 square feet of Gross Floor Area of any single Retail Use shall be located on the Ground Floor of any Building included in the PUD-A.

The Project does not contain a Large Retail Project.

D.3) Landscaping. A minimum of fifty percent of the Landscaped Area in a new Large Development shall be Usable Open Space. The SPGA shall have final discretion in deciding if land constitutes Open Space for the purposes of determining whether this requirement has been met. The Open Space requirement may be met with land that is part of the Large Development, or with land that is outside of the Large Development area but is located within the ASMD that was not already Usable Open Space, provided that the conditions of paragraph 2 of Section 16.6.1 of the Ordinance relating to public dedication of such usable Open Space are met.

Open Space and Usable Open Space requirements within the Assembly Square Mixed Use District are 25% and 12.5% respectively. The PMP

approved by the Planning Board on December 14, 2006 and amended on August 5, 2010 and again on June 19, 2014, provides that the Open Space and Usable Open Space requirements may be met in the aggregate over the entire PUD area without each individual parcel being required to meet the otherwise applicable standards. In order to arrange the Open Space and Usable Open Space in the most appropriate way, some parcels within the PUD area may exceed the open space requirements, while others may, within their individual property lines, contain less than the otherwise prescribed open space area. The Master Plan strives to locate the open space in proximity to the water and in aggregated areas that provide connection from the development to the water. As such, the majority of the open space within the PUD is located closer to the water.

The total land area within the Master Plan is approximately 2.6 million square feet. The proposed configuration of the full-build Block 7A building was anticipated at the time of the last PUD Amendment. As a result, the amount of Open Space and Usable Open Space within the Master Plan has changed from the previously reviewed PUD at 27.5% and the Usable Open Space at 21.4%.

The total area of the Site is approximately 56,021 square feet. The area of Open Space on the full-build Block 7A building site is anticipated to be approximately 973 square feet. The area of Usable Open Space on the Site is anticipated to be approximately 970 square feet. Therefore, Open Space is 1.7% of the Site and Usable Open Space is 1.7% of the Site.

E) Design Guidelines. In addition to the design guidelines set forth in Section 6.4.7 for Developments, the SPGA shall also consider the following additional guidelines in their review of Large Developments as part of a PUD-A or as part of a Priority Development Process to the extent such Large Developments are not Priority Permitted Uses. These guidelines augment Article 16 guidelines. These guidelines are intended to serve as a general basis for the SPGA and Applicant alike to discuss the design merits of a Development, but are not intended to inhibit design creativity when the application otherwise conforms to all other substantive review criteria. These guidelines are not intended to discourage innovative architectural design solutions. Rather, they provide general standards for the massing, sitting and articulation of Buildings for developers and architects to work from. They also provide parameters for dialogue between the Applicant and SPGA on design issues:

E.1) Structured Parking. Due to the size and scope of Large Developments, every effort shall be made to provide as much parking as possible underground and/or in structures. Refer to Section 9.15 for parking requirements.

All vehicular parking at the Site is located within the structured parking garage. Storage for 60 bicycles are located within the ground floor with direct access from the Revolution Drive side of the proposed building. Additional bicycle racks are distributed on site around the perimeter of the retail areas. There are approximately 10 on Foley Street, 6 on Assembly Row, and 4 on Revolution Drive.

6.4.12. Powers of the SPGA in the ASMD. In the ASMD the Planning Board shall serve as the Special Permit Granting Authority (SPGA). The SPGA may approve, approve with conditions, or deny any application for a SPSR-A, or a PUD-A after consideration of the criteria set forth above and criteria set forth in any other Sections of this Ordinance referred to herein. The SPGA shall administer Site Plan Approval-A for Priority Permitted Uses as set forth in Subsection 6.4.11 above.

A) Relief from Requirements. Notwithstanding any other provisions of this Ordinance, the SPGA may, as part of an application for a SPSR-A, a PUD-A or Site Plan Approval-A grant relief from Development Standards, and any other requirements of the ASMD outlined in Sections 6.4.6 through 6.4.11. In such cases, in granting such relief, the SPGA must find that:

A.1) Strict enforcement of such standards or requirements would run counter to achieving the objectives of the Assembly Square District Plan (the "ASD Plan");

A list of requested waivers for the Project are included in this application.

A.2) The application is substantially consistent with the objectives of the ASD Plan and advances the objectives of the ASD Plan;

The Project will achieve the objectives of the ASD Plan by developing a true mixed-use program, incorporating pedestrian and transit-oriented planning, and creating a series of new pedestrian-oriented public spaces, while minimizing environmental impacts by locating development on previously paved and/or otherwise disturbed land.

Thought was given to building program, site orientation and adjacent context when determining the building heights. Appropriately sized floor plates to support office and life science uses are provided at Block 7A resulting in increased height and the opportunity for larger open space and activation of the public realm. The increased height at Block 7A and elsewhere in the Assembly PUD-PMP Site as allowed by the Former SZO

allows the building footprints to remain minimal to preserve ample dimension for the site's central open space. The culmination of heights offers a diversity in the skyline proposed by this development and as further addressed in the Building Diagrams (see Appendix A).

A.3) In the case of any Alteration of a Nonconforming Structure, a Change of Nonconforming Use, or a Major Amendment to an Approved PUD, such alteration, change or amendment shall conform, to the extent feasible, to the objectives of the ASD Plan; and

This section is not applicable to the Project.

A.4) In the case of waivers from the landscaping requirement, the SPGA must determine that such a level of landscaping is incompatible with the objectives of the ASD Plan.

This section is not applicable to the Project.

B) Exceptions. Notwithstanding the foregoing, the SPGA may not grant relief from any of the following standards, guidelines or requirements:

B.1) Section 6.4.8, regarding Large Developments being developed pursuant to the PUD-A provisions of Article 16 unless as part of a Priority Development Process; and

This section is not applicable to the Project.

B.2) Section 6.4.8.D.2 regarding a Large Retail Project providing a non-retail component.

This section is not applicable to the Project.

3.3 ARTICLE 16: PLANNED UNIT DEVELOPMENT (PUD)

16.8.3. PUD Final Level Application

The scope of the proposed Block 7A building application is in conformance with the previously approved PUD-PMP.

16.12 Denial Letter

After submission of the Amended Preliminary Master Plan application, no further denial letter shall be required for modifications to, or phases of, the Master Plan, or for any permit application (including an SPSR-A) related to the PUD.

3.4 PLANNED UNIT DEVELOPMENT PRELIMINARY MASTER PLAN (PMP)

APPROVAL CONDITIONS

The following represents the applicable conditions listed in the Amended PUD-PMP Conditions within the Planning Board Decision for the Amended PUD-PMP from June 2014 for the Assembly Row Master Plan. Applicable conditions shown below are those that reference SPSR-A within the Timeframe for Compliance.

Condition 3.1: Applicant shall submit revised attachments and updated amendments (based upon design changes in this amendment) to the Long Term Maintenance Agreement to be reviewed and approved by City Staff. The Agreement will provide for the Proponent's commitments to the City relative to maintenance of the elements of the public right of ways including sidewalk treatments, street trees, landscaping, finishes, street furniture and other amenities. The City will not maintain anything that is not consistent with City standard, unless otherwise approved by the City Engineer. *[Timeframe for Completion: Prior to BP of Blocks 5,6,7,8,9,11 whichever is first.]*

The Proponent will continue to work with the City to revise and update the Long Term Maintenance Agreement as the next phase of blocks begin construction.

Condition 3.2: Applicant shall submit a revised Easement Agreement, based upon design changes in this amendment (originally entered into as of Nov 29, 2012) to be reviewed by the City. *[Timeframe for Completion: Prior to BP of Blocks 5,6,7,8,9,11 whichever is first.]*

The Proponent has worked with the City to revise Easement Agreement and will continue to do so regarding any necessary temporary easements as part of the Project's construction.

Condition 4: Pursuant to #3 above, design of sidewalk treatments, street trees, landscaping, finishes, street furniture and other amenities that are to be maintained by the Applicant will not be subject to City approval but shall be submitted to the City Engineer and Planning Director for comment.

The sidewalk treatments, street trees, landscaping, finishes, and street furniture are included in this SPSR-A. Refer to the Civil Site Plans found in Appendix A.

Condition 5: Applicant will work with the City to develop the long term maintenance agreement for the Usable Open Space as required in Article 17 of the SZO. The agreement shall specify the requirements for public access and private maintenance of usable open space in the plan, as required by the SZO. The applicant shall build out and maintain all of the open space and allow public access to all of the usable open space in the plan as required by the SZO. The applicant will submit 100% construction plans for open space to the City for review and comment. *[Timeframe for Completion: Prior to Approval of first SPSR-A]*

The Proponent will continue to work with the City to revise and update the long term maintenance for the Usable Open Space agreement as the next phase of blocks begin to open.

Condition 5.1: Applicant shall submit revised attachments and updated amendments to the long term maintenance for the Usable Open Space agreement to be reviewed and approved by the City Staff. The new green space on Block 11 shall be included in a new or amended Usable Open Space agreement. *[Timeframe for Completion: Prior to CO of Blocks 5,6,7,8,9,11 whichever is first.]*

The Proponent will continue to work with the City to revise and update the long term maintenance for the Usable Open Space agreement as the next phase of blocks begin to open.

Condition 6: The applicant will submit a plan amendment to subdivide all public roadway right of way from development blocks, to be approved by the Planning Board per the SZO, and filed with the Middlesex South Registry of Deeds. Any minor plan changes to this initial subdivision will be reviewed for approval by the Planning Director and Director of Traffic and Parking as a minor plan change. *[Timeframe for Completion: Prior to 1st SPSR-A for mixed use area]*

All public spaces have been dedicated to the City pursuant to deeds recorded at Bk 72108 pg. 513 (recorded January 9, 2019), Bk 72108 pg. 520 (recorded January 9, 2019), and Bk 69421 pg. 458 (recorded June 13, 2017).

A preliminary draft lotting plan is included in Appendix A subdividing the Site to accommodate the Project and future Block 7B/C.

Condition 10.1: Applicant shall review parking supply and demand data with the Traffic and Parking Division and Planning Division staff on an annual basis. Based on the data, the Applicant shall work with the Planning Division staff in circumstances where parking is not being used, to encourage shared parking for uses within the same structures and uses on other blocks in the development site. [Timeframe for Completion: Addressed with each SPSR-A application]

The Proponent will work with the Traffic and Parking Division and Planning Division staff to comply with this condition.

Based on the Former SZO, the Project is required to provide 354 total parking spaces. The Project propose 177 parking spaces located in the structured parking garage, for which a waiver is requested. Pursuant to the approved PUD-PMP, Assembly Row is entitled for 10,066 parking spaces. The Project brings the total parking spaces developed to 5,848. Further, the PUD-PMP does not require compliance with the parking requirements of the Former Zoning on a project by project basis. Rather, compliance is demonstrated across the PUD.

Condition 14: Applicant shall work with the MBTA and the City of Somerville to identify and provide the necessary roadway/infrastructure for a bus route through the site to provide safe and convenient access to the MBTA Station, the Assembly Row neighborhood including Baxter Park, Partners and the Marketplace. Applicant shall design, construct, and/or reconstruct up to 8 accessible bus stops (4 in each direction) within and surrounding Blocks 1,2,3,4,5,6,7,8,11 per MBTA's Bus Design Guidelines. Up to 1 stop in each direction must provide for a layover location. Plans for the right of way development shall not preclude having a bus stop at Assembly Square 'T' Station. Any change to the roadway plans to provide bus stops, including the removal of on-street parking spaces, shall require approval of the City Engineer and Planning Director. [Timeframe for Completion: Not Given]

The Proponent continues to work with the City and the MBTA to identify bus routes and stops.

Condition 15.2: The applicant shall provide short term bicycle parking spots in quantities and locations consistent with the requirements of the SZO. Bicycle parking on the sidewalk shall be provided as follows unless the City Staff waive the requirements based on a technical limitation to a location. Bike parking on the sidewalk should be within 50' of each entrance with a minimum of 1 spot per 40,000 sf; OR 19% of the bicycle parking shall be provided within 50' of the main egress point of the building, whichever is greater. Short term bicycle parking not accommodated directly at the entrance must be easily visible or clearly signed in parking garage. Public covered long term bike parking within the garage or bicycle room must be provided at ground level and signed from public entrance. At least half of racks must conform to standard city design guidelines, while the other half of long term may be hanging type bicycle storage. *[Timeframe for Completion: Continuous]*.

The Proponent will provide storage for 60 bicycles located within dedicated secured spaces in the garage. Additional bike racks will be provided in the surrounding sidewalks, including within 100-feet of the main entrance.

Condition 16: SPSR-A applications under the PMP shall include information required to ensure compliance with this PMP decision, including but not limited to information noted as required in the findings (Appendix A, B, C and D) *[Timeframe: Addressed with each SPSR-A application]*

The SPSR-A application report addresses the applicable PUD-PMP findings. See Appendix A for additional information.

Condition 20: Screening of above-ground parking from any thoroughfare, access easement, sidewalk, civic space, or open space by walls, screening, artwork, fences, planting or other means, must be specified in detail and approved by Planning Staff and the DRC *[Timeframe: SPSR-A]*.

All structured parking is located below grade. Access to the structured parking is from the alleyway accessed via Foley Street and Revolution Drive.

Condition 25: All SPSR-A submissions shall include profiles of the proposed sewer system. Applicant must ensure that there are no conflicts with other proposed utilities. *[Timeframe for Completion: Addressed with each SPSR-A]*

No proposed sewer mains are proposed. Existing profiles of the sewer system have been reviewed and approved by the City Engineer. The Project only proposes lateral connections into the existing mains to service the Project.

Condition 26: Applicant shall submit details of proposed pipe materials for review and approval during each SPSR-A process. *[Timeframe for Completion: Addressed with each SPSR-A]*

Details of the proposed pipe materials have been reviewed and approved by the City Engineer.

Condition 39.2: Design Guidelines for Blocks 5, 7, 8, phase 2 of Block 11 shall be reviewed by the DRC and reviewed and *approved* by the Planning Board prior to the Planning Staff entertaining the SPSR-A applications for these blocks. [Timeframe for Completion: Prior to SPSR-A submission for Blocks 5, 7, 8, Phase II of Block 11].

Blocks 5, 6, 8, and Phase 2 of Block 11 (Partner's Child Care Center) were approved by the Planning Board.

Condition 47: As part of each site plan review submittal, the Applicant shall calculations showing that the percentage of open *space* and usable open space meets the zoning requirement for a PUD-A within the ASMD. [Timeframe for Completion: Addressed with each SPSR-A application]

A Revised Amended PMP – Assembly Row PUD open space plan is provided in this application, which can be found in Appendix A.

Condition 62: The applicant shall use reasonable efforts to secure LEED-ND approval for the project. [Timeframe for Completion: Prior to CO for first development in Mixed Use area]

The Proponent is pursuing LEED Gold for the Project. A draft LEED checklist is included in Appendix D.

Condition 63: Each individual building or block must provide interior disposal and storage systems for trash and recycling. These systems must be detailed in the SPSR-A applications. [Timeframe for Completion: Addressed with each SPSR-A application]

A central trash and recycling spaces are located on the ground floor of the building along the Block 7A Alley and screened from public view. Solid waste disposal will be handled by private contractors and pickups will be scheduled accordingly. Retail tenants will have access to the trash and recycling room.

Condition 65: Applicant shall provide street lights that meet City standards on all public streets where lights are to be maintained by the City.

The Project is proposing street lights on all three public sides of Block 7A that will be in conformance with City standards. The type and locations are consistent with the rest of Assembly Row. Refer to the Civil Site Plans found in Appendix A for proposed locations and details.

Condition 65.1: The Applicant shall provide the City's Department of Lights and Lines with 24 hour access to the street light control cabinets located in each block. [Timeframe for Completion: Addressed with each SPSR-A application]

The Proponent will provide Lights and Lines with 24-hour access to the light control cabinet located in Block 7A.

Condition 65.2: The applicant shall request addresses for each Block of PMP from the Engineering Department prior to applying for a Special Permit with Site Plan Review. [Timeframe for Completion: Addressed with each SPSR-A application]

The Proponent has requested street addresses from the Engineering Department for the office/R&D/lab components of Block 7A. The retail components will request and be assigned addresses at a later date.

Condition 66: SPSR-A applications under the PMP shall include information required to ensure compliance with this PMP decision, including but not limited to information noted as required in the findings (Appendix A, S, C and D). [Timeframe for Completion: Addressed with each SPSR-A application]

Compliance with conditions and appendices is provided in applicable sections of this Zoning Compliance Narrative.

Condition 67: The applicant has identified in the zoning analysis for Section 6.4.7B the process by which the design guidelines may be used to review SPSR-A applications. The applicant, or successors and assigns, shall submit proposals for SPSR-A that are consistent with these design guidelines. The SPSR-A application shall identify any deviation between the guidelines and the submission and explain the need for these differences. The DRC and Planning Board will determine if the proposed solution is within the spirit of the guidelines. If not, an amendment to the PMP may be required. All SPSR-A submissions shall meet or exceed the minimum acceptable standard of quality identified in the design guidelines. [Timeframe for Completion: Addressed with each SPSR-A application]

See previous sections of this Zoning Compliance Narrative and applicable sections of this application.

Condition 70: The applicant shall meet the obligations required by Article 13 and Article 15 of the SZO, as modified by a certain Amended and Restated Assembly Square Development Covenant dated December 14, 2006 by and between Federal Realty Investment Trust, IKEA Property, Inc., the City of Somerville, and the Somerville Redevelopment Authority, as amended by First, Second and Third Amendments, and as further amended from time to time. [Timeframe for Completion: Addressed with each SPSR-A application]

Project contributions associated with the ground floor retail and office/lab uses are provided within the PUD-PMP submissions.